

# IRON SHIP.

No. 2181 Survey held at Stockton Date, First Survey June 11<sup>th</sup> 1873 Last Survey Nov 17<sup>th</sup> 1873

On the Screw Steamer "Wimbledon" Yard Number 184 Master Watson

AGE under 18 1/2 years. 16 ONE, OR TWO DECKED, THREE DECKED VESSEL. Built at Stockton

SPAR, OR AWNING-DECKED VESSEL. HALF BREADTH (moulded)... 16-0 Feet. When built 1872 Launched 11<sup>th</sup> Dec 1872

DEPTH from upper part of Keel to top of Upper Deck Beams 26-3 By whom built Richardson, Duck & Co

GIRTH of Half Midship Frame (as per Rule) 38-9 Owners Dixon & Harris

1st NUMBER 81-0 1st NUMBER, if a THREE-DECKED VESSEL deduct 7 feet 74-0 Port belonging to Sandon

LENGTH 250 2nd NUMBER 18500 Destined Voyage

PROPORTIONS—Breadths to Length Under 8 If Surveyed while Building, Afloat, or in Dry Dock.

Depths to Length—Upper Deck to Keel Under 11 Main Deck ditto Under 15

LENGTH on deck as per Rule 250 BREADTH—Moulded... 32 DEPTH top of Floors to Upper Deck Beams 26 3/4 Inches. Do. do. Main Deck Beams 11 Power of Engines 180 Horse. N° of Decks with flat laid Two N° of Tiers of Beams Three

Dimensions of Ship per Register, length, 250 breadth, 32 depth, 26 3/4

	Inches in Ship.	Inches per Rule.
KEEL, depth and thickness	9 x 2 1/2	9 x 2 1/2
STEM, moulding and thickness	8 1/2 x 2 1/2	8 1/2 x 2 1/2
STERN-POST for Rudder do. do. for Propeller	8 1/2 x 5	8 1/2 x 5
Distance of Frames from moulding edge to moulding edge, all fore and aft	24	(Class <u>100 A1</u> )

	Inches. In Ship.	Inches. In Ship.	16ths. required	Inches. In Ship.	Inches. In Ship.	16ths. required
FRAMES, Angle Iron, for 2/3 length amidships Do. for 1/2 at each end	4 1/2	3	4/16	4 1/2	3	4/16
REVERSED FRAMES, Angle Iron	4 1/2	3	4/16	4 1/2	3	4/16
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships thickness at the ends of vessel depth at 2/3 the half-bdth. as per Rule height extended at the Bilges	2 1/2	3	4/16	2 1/2	3	4/16

	Inches. In Ship.	Inches. In Ship.	16ths. required	Inches. In Ship.	Inches. In Ship.	16ths. required
BEAMS, Upper, Spar, or Awning Deck Single or double Angle Iron, Plate or Tee Bulb Iron Single or double Angle Iron on Upper edge Average space	6 1/2	4 1/2	4/16	6 1/2	4 1/2	4/16
BEAMS, Main or Middle Deck Single or double Angle Iron, Plate or Tee Bulb Iron Single or double Angle Iron, on Upper Edge Average space	4 1/2	3	4/16	4 1/2	3	4/16

	Inches. In Ship.	Inches. In Ship.	16ths. required	Inches. In Ship.	Inches. In Ship.	16ths. required
BEAMS, Lower Deck, Hold or Orlop Single or double Angle Iron, Plate or Tee Bulb Iron Average space	4	3	4/16	4	3	4/16
KEELSONS Centre line, single or double plate, box, or Intercostal, Plates Rider Plate Bulb Plate to Intercostal Keelson Angle Irons Double Angle Iron Side Keelson Side Intercostal Plate do. Angle Irons Attached to outside plating with angle iron	16	11	12/16	16	11	12/16

	Inches. In Ship.	Inches. In Ship.	16ths. required	Inches. In Ship.	Inches. In Ship.	16ths. required
BILGE Angle Irons do. Bulb Iron do. Intercostal plates riveted to plating for length	5 1/2	4	4/16	5 1/2	4	4/16
BILGE STRINGER Angle Irons Intercostal plates riveted to plating for length	5	4	4/16	5	4	4/16
SIDE STRINGER Angle Irons	5	4	4/16	5	4	4/16

Transoms, material. Knight-heads. Hawse Timbers. Plating and angles

Windlass Patent Pull Bitt

The FRAMES extend in one length from Keel to gunwale Riveted through plates with 3/4 in. Rivets, about 6 in. apart.

The REVERSED ANGLE IRONS on floors and frames extend across middle line to Main Deck and to Upper Deck alternately

KEELSONS. Are the various lengths of Plates and Angle Irons properly connected? Yes And butts properly shifted? Yes

PLATING. Garboard, double riveted to Keel, with rivets 1/8 in. diameter, averaging 5 1/8 ins. from centre to centre.

Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets 3/4 in. diameter, averaging 2 3/8 ins. from centre to centre.

Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 3/4 in. diameter averaging 3 3/8 ins. from centre to centre.

Butts of Three Strakes at Bilge for one-half length, treble riveted with Butt Straps 1/16 thicker than the plates they connect.

Edges from bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets 3/4 in. diameter, averaging 3 3/8 ins. from cr. to cr.

Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 3/4 in. diameter, averaging 3 3/8 ins. from cr. to cr.

Edges of Main Sheerstrake, double or single riveted. Upper Sheerstrake, double or single riveted.

Butts of Main Sheerstrake, treble riveted for length amidships. Butts of Upper or Spar Sheerstrake, treble riveted 1/2 length amidships.

Butts of Main Stringer Plate, treble riveted for length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for 1/2 length.

Breadth of laps of plating in double riveting 1 3/4 Breadth of laps of plating in single riveting 2 3/4

Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? Yes

How secured to Beams Bolts & nuts (Explain by Sketch, if necessary.)

On the various Decks, how secured to the sides? Beam ends turned & wedged of Breasthooks, Five Crutches, Three

A description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Good

Manufacturer's name or trade mark, Robt. & Co. & Brown & Co.

The above is a correct description.

Builder's Signature, Richardson, Duck & Co. Surveyor's Signature,

IRON 453-0218

**Workmanship.** Are the butts of plating planed or otherwise fitted? Planed 11087 Iron  
 Do the edges of the carvel work and of the butts lay close together throughout their length without requiring any making good of deficiencies? Yes  
 Are the fillings between the ribs and plates solid single pieces? solid pieces  
 Do the holes for riveting plate to frames, butt straps, or plate to plate, &c., conform well to each other? Yes  
 Are the rivet holes well and sufficiently countersunk in the plate and punched from the faying surfaces? Yes  
 Do any rivets break into or through the seams or butts of the plating? Some in Butts

Masts, Bowsprit, Yards, &c., are Iron in good condition, and sufficient in size and length. If of Iron or Steel give  
 Scantlings of Plating, Angle Irons, &c., and further explain by a Sketch showing how the lower Masts and Bowsprit are constructed, showing  
 the number of Plates and Angle Irons, mode of riveting, quality of Materials, and if stamped with Maker's name.

State also Length and Diameter of Lower Masts and Bowsprit Main Mast 4' 9" x 20" Iron Mast 4' 3" x 20"  
Plates 1/16 three angles the entire length 3' x 3' x 1/16 & 3' x 2 1/2' x 5/16 Butts include a double  
riveted Seams single riveted plates a gear.

NUMBER for EQUIPMENT		Fathoms.	Inches.	Test per Certificate.	In. req'd per Rule.	Test req'd per Rule.	ANCHORS, &c.	N°.	Weight Ex. Stock.	Test per Certificate.	W'ght req'd per Rule.	Test req'd per Rule.
N°.	SAILS.											
	Fore Sails,	300	1 3/4	5 5/16	1 3/4	5 5/16	Bowers	3	30.0.0	29.0.0.0	30.0.0	28 1/2
	Fore Top Sails,						(Machine where Tested, date, and name of Superintendent.)		30.0.0	28.19.1.18	30.0.0	28 1/2
	Fore Topmast Stay Sails	90	1/8	M. H. Reads			Stream	1	12.0.0	12.0.0	12.0.0	12.0.0
	Main Sails,	90	8				Kedges	2	6.0.0	6.0.0	6.0.0	6.0.0
	Main Top Sails,	90	10					2	3.0.0	3.0.0	3.0.0	3.0.0
and	CABLES, &c.											
	Chain	300	1 3/4	5 5/16	1 3/4	5 5/16						
	(Machine where Tested, date, and name of Superintendent.)											
	Hempen Stream Cable	90	1/8	M. H. Reads								
	Hawser	90	8									
	Towlines	90	10									
	Warp	90	6									
	quality	good										

Standing and Running Rigging Wires & Hemp sufficient in size and good quality. She has two Long Boats and three others

The Windlass is Galvanic Capstan good and Rudder and Pumps (of Metal) good

Engine Room Skylights.—How constructed? 1/2" iron casing & oak skylight How secured in ordinary weather? gratings

What arrangements for deadlights in bad weather? gratings

Coal Bunker Openings.—How constructed? iron casing 8/16 How are lids secured? Bars Height above deck? 18 in

Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? Three scuppers each side

Cargo Hatchways.—How formed? iron casing 8/16

State size Main Hatch 28' x 12' Forehatch 14' x 8' 6" Quarterhatch 20' x 10'

If of extraordinary size, state how framed and secured?

What arrangement for shifting beams? centre plates 20' x 8", Beams 4' x 1/16 & double angles on upper edge 3' x 2 1/2' x 1/16

Hatches, If strong and efficient? Yes

Order for Special Survey No. 124 DATES of  
 Date March 20 1873 Surveys held  
 Order for Ordinary Survey No. \_\_\_\_\_ while building  
 Date \_\_\_\_\_ as per  
 No. 184 in builder's yard. Section 18.

1st. On the several parts of the frame, when in place, and before the plating was wrought  
 2nd. On the plating during the progress of riveting  
 3rd. When the beams were in and fastened, and before the decks were laid  
 4th. When the ship was complete, and before the plating was finally coated or cemented  
 5th. After the ship was launched and equipped

(Seen twice each week during building)

**General Remarks,**

Has water Ballast Tanks in Fore & Aft Head.  
Plange plate 1/16, girders 1/16, angles 2 1/2' x 2 1/2' x 1/16 & 3' x 2 1/2' x 1/16 stout weight per foot,  
pieces 1/16, top of tank 1/16.  
Richardson & Co.

State if one, two or three decked vessel, or if spar or awning decked, and length of poop, foremast or raised quarter deck, or of double or part double bottom.

How are the surfaces preserved from oxidation? Inside Cement & Paint Outside Paint

I am of opinion this Vessel should be Classed 100 A 1

The amount of the Entry Fee ... £ 5 : 0 : 0 is received by me,  
 Special ... £ 60 : 18 : 0  
 Certificate ...

(Travelling Expenses) (if any) £

Committee's Minute 18th Feb 1873

Character assigned 100 A 1

*This vessel appears to be eligible to be classed 100 A 1 (Three deck) the upper deck is 3 1/2" thick and stowed the outfit is one grade as in the requirements of Lloyd's Register 22 Feb 1873*

See Secretary's letter dated 20 February 1873